

1 Existing Plans

As part of the Maricopa Association of Governments (MAG) Southwest Area Transportation Study, Wilbur Smith Associates (WSA) and their sub-contractors Kimley-Horn and Associates, Inc. (KHA) collected information on all transportation elements in the southwest valley study area. Over the course of several months, KHA contacted various municipalities and other agencies in an effort to develop a database of information relating to existing and proposed transportation plans, programs, and facilities within the study area. This chapter provides a summary of the data collection effort and resulting information that was obtained, as well as a brief overview of some of the major transportation issues that were identified as part of this data collection effort.

This chapter was developed as a Working Paper (WP) and contains data and information that is continuously updated, some of which may have changed or may have been superseded by the final Regional Transportation Plan (RTP). Information was current at the time of initial WP publication.

1.1 Data Collection Efforts

An initial letter request for information was sent to several municipalities and public agencies located within the study area in late November. A sample of this letter, dated November 30, 2001, is included in the Appendix I for reference. This initial contact was then followed up with an additional information request letter, dated December 20, 2001. A sample copy of this letter is also included in Appendix I. Other requests for specific information, studies, maps, or reports were also made by telephone, in person or as part of the one on one agency interviews. Agencies contacted as part of this data collection effort include the following:

- Maricopa County Department of Transportation (MCDOT)
- Maricopa Association of Governments (MAG)
- City of Phoenix
- Town of Buckeye
- City of Goodyear
- City of Avondale
- City of Litchfield Park
- City of Tolleson
- Town of Gila Bend
- RPTA – Valley Metro
- Arizona Department of Transportation (ADOT)
- Flood Control District of Maricopa County
- Arizona Department of Corrections

During the first two months of 2002, follow-up telephone calls and personal visits were made to many of these agencies in an effort to gather all pertinent information.

1.2 Information Obtained

General plan information, including street classification maps and land use maps, were obtained from all of the municipalities in the study area. To date, the Town of Gila Bend has provided their General Plan and a list of ongoing and proposed developments in the city. Other general information, such as traffic counts, capital improvement programs, bicycle facility plans, transit plans, and trails plans, were obtained from various agencies as requested. Table 1-1 summarizes the type of information that was collected from each agency.

Specific studies and reports were also requested from each agency as part of the data collection effort. Information of this type generally focuses on one particular area or corridor, and includes traffic impact analyses, corridor studies, design concept reports, candidate assessment reports, master circulation plans, and sub-area plans. This type of information has been categorized according to the municipality or agency that has jurisdiction over project or study area. Each of these reports is summarized below.

All information collected as part of the Southwest Area Transportation Study (SWATS) was reviewed and organized by agency or municipality, and each report, document, plan, or study is assigned a reference number for use with the project. Each report, study, and plan collected as part of the project was briefly summarized. The summaries generally provide an overview of the source document, describing the project limits or location of the study area, as well as the type of information provided. These summaries are provided below, and are organized by agency and SWATS reference number. In addition, the project or study area location of each piece of information, with the exception of MAG regional studies or plans, obtained as part of this SWATS data collection effort is summarized in Figure 1.

1.3 Database Organization

Hard copies of all information obtained as part of the SWATS data collection effort have been compiled into a project database for use throughout the course of the study. As additional reports or studies are made available to the WSA team, each item will be reviewed, summarized, and added to the project database.

**Table 1-1
Summary of Data Collection**

Type of Study	Municipality / Organization										
	City of Phoenix	Town of Buckeye	City of Goodyear	City of Avondale	City of Litchfield Park	City of Tolleson	Town of Gila Bend	Maricopa County Department of Transportation	Flood Control District of Maricopa County	RPTA - Valley Metro	Maricopa Association of Governments
Land Use Plan	X	X	X	X	X			X	X		
General Plan	X	X	X	X	X	X	X	X			
Traffic Counts			X					X			
Street Classification Map	X	X	X	X				X			
Capital Improvement Program	X										
Local Bus System						X				X	X
Regional Bus System			X					X		X	X
Trails Plan									X		
Bicycle Facility Plan	X		X	X		X		X			
Other Non-Motorized Circulation Plans						X		X			

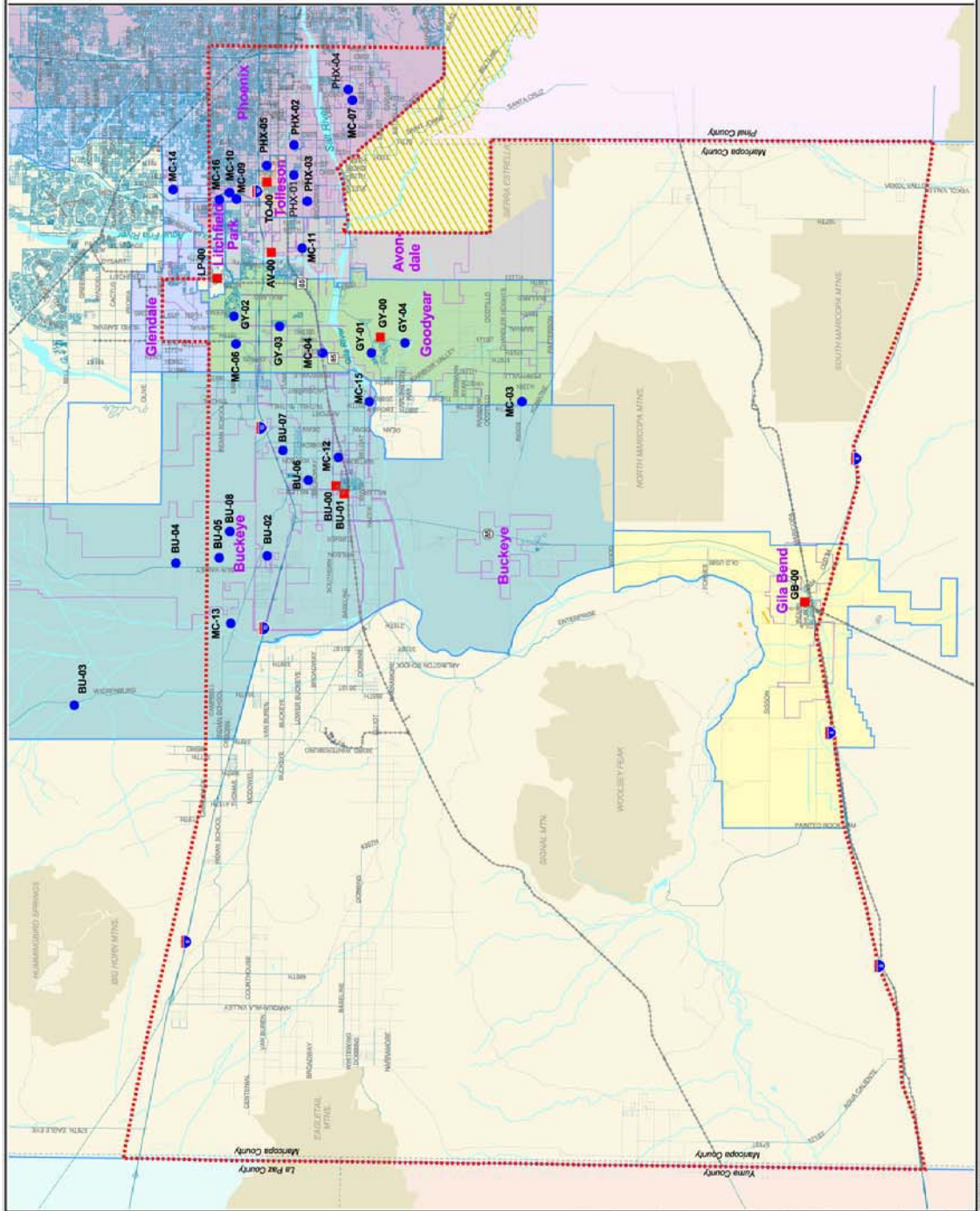
1.4 Existing and Previous Plans, Programs, Reports, and Studies

1.4.1 City of Phoenix

1.4.1.1 PHX-01: Estrella Village Plan (March 1999)

Estrella Village is a planning unit within the City of Phoenix encompassing approximately 41 square miles. Estrella Village is located in the southwest portion of Phoenix, and is bordered by I-10 to the north, the Black Canyon (I-17) Freeway and 19th Avenue to the east, the Salt River on the south, and 75th, 83rd, and 107th Avenue on the west. Approximately 7½ square miles within the Village are located in unincorporated Maricopa County. Approximately 45,000 people live in Estrella and 38,000 people are employed in the Village. Estrella Village also has an ample supply of undeveloped land. The Estrella Village Plan provides an overview of existing land uses and zoning, and identifies future goals and objectives for the Village.

Figure 1-1



1.4.1.2 PHX-02: Estrella Village Multi-Purpose Trail Plan (Undated)

The Phoenix General Plan recommends a citywide trail system. The Estrella Village Trail Plan identifies existing and future trails within the Estrella Village portion of Phoenix. As noted above, Estrella Village is located in the southwest portion of Phoenix, and is bordered by I-10 to the north, the Black Canyon (I-17) Freeway and 19th Avenue to the east, the Salt River on the south, and 75th, 83rd, and 107th Avenue on the west.

1.4.1.3 PHX-03: Estrella Village Arterial Street Landscaping Program (Undated)

This report identifies landscaping concepts and themes for public areas along arterial streets within Estrella Village. The landscape guide identifies types of trees and shrubs that are to be used along perimeter landscape areas and within the public street right-of-way in Estrella Village. As noted, Estrella Village is a planning unit within the City of Phoenix encompassing approximately 41 square miles.

1.4.1.4 PHX-04: Laveen Southwest Growth Study (January 1998)

Laveen is an area located in southwest Phoenix, portions of which have recently been annexed into the City. Laveen is an area covering 28 square miles and is bordered by 27th Avenue to the east, South Mountain Regional Park to the south, the Salt River to the north, and the Gila River Indian Community to the west. The Laveen study area encompasses approximately 16,700 acres. Primary land uses in the area include agriculture and vacant desert, with some scattered large-lot residential areas. As outlined in this report, future land uses in the Laveen area are expected to include a mixture of master-planned residential developments, commerce parks, public facilities, cluster-oriented “conservation communities”, and transit-oriented developments.

1.4.1.5 PHX-05: Five-Year Arterial Street and Storm Drain Program (FY 2001)

The Five – Year Arterial Street and Storm Drain Program is intended to provide for the construction of 45.9 miles of arterial streets with an average of 9.2 miles being constructed each year for five years. It includes the construction of bridges over Skunk Creek Wash at Happy Valley road, 40th Street and Indian Bend Wash (north of Cactus Road), and over the Salt River at 35th Avenue; arterial street retrofit projects; bridge rehabilitation projects; and railroad crossing improvement projects. Also included are several drainage projects composed of numerous storm drain trunk lines.

1.4.1.6 PHX-06: Laveen Watercourse/Greenbelt Pedestrian Trail Project

This report documents a MAG pedestrian assistance study to develop an integrated pedestrian system to link various pedestrian areas in an interconnected multiple use trail system of canals, laterals, and ditches, with nodes or areas of concentrated activity use such as parks and schools. It connects to transit routes and park and ride lots. The plan area is 47th to 71st Avenue from Baseline to Elliot Roads, completed in February 2001.

1.4.1.7 Key Issues in the City of Phoenix

As the City of Phoenix continues to grow, maintenance of current infrastructure and construction of additional infrastructure are needed. New developments must facilitate smart growth through well-planned designs that allow all modes of transportation to coexist.

1.4.2 City of Goodyear

1.4.2.1 GY-00: Goodyear General Plan (May 1998)

The Goodyear General Plan provides guidance for growth within the city of Goodyear and outlines goals and policies in accordance with the desired growth pattern. The total planning area encompasses approximately 115 square miles. The General Plan was initially adopted in mid-1998; Goodyear is currently in the process of updating the General Plan, however.

1.4.2.2 GY-01: Estrella Mountain Ranch Area Plan - Circulation Element (April 1998)

Estrella Mountain Ranch is a master-planned community in the southwest portion of the Phoenix metropolitan area, within the City of Goodyear. The planned development is bordered by Estrella Mountain Regional Park to the east, the Gila River to the north, Rainbow Valley Road to the west, and Patterson Road to the south. Estrella Mountain Ranch will include residential, commercial, office, and educational uses, and is expected to accommodate 196,000 residents, 65,000 residential dwelling units, and 28,000 employees at project buildout. The circulation element of the Area Plan establishes a recommended roadway network capable of accommodating projected transportation demand under buildout conditions.

1.4.2.3 GY-02: Palm Valley Master Plan Traffic Impact Analysis (June 1998)

Palm Valley is a large master-planned community covering approximately 9,000 acres in the City of Goodyear. The development is generally bordered by Camelback Road on the north, McDowell Road on the south, Dysart Road on the east, and Cotton Lane on the west. Palm Valley will include a mix of residential, employment, and commercial land uses, as well as schools, churches, parks, golf courses, and open spaces.

1.4.2.4 GY-03: Canyon Trails Traffic Analysis Report (December 1998)

Canyon Trails is a large planned area development covering approximately 2,200 acres in Goodyear. The site is generally bordered by I-10 to the north, Yuma Road to the south, Estrella Parkway to the east and Citrus Road to the west. This development will include up to 7,839 residential dwelling units, as well as 3 school sites, a church site, 4 parks, and open space. Several neighborhood commercial parcels are also located at arterial street intersections.

1.4.2.5 GY-04: Estrella Mountain Ranch Area Plan (August 1998)

The Estrella Mountain Ranch Area Plan is a complementary document to the City of Goodyear's General Plan to provide greater detail for the development of the 18.0-acre Estrella Mountain Ranch property. It contains a long-range vision and master plan for approximately 19 "villages" within the property (Estrella Mountain Ranch Area Plan 1). The project site is bounded on the north by the Gila River and on the south beyond Riggs Road and Chandler Heights to approximately ten miles from the base of the Maricopa Mountains.

1.4.2.6 GY-05: City of Goodyear Alternative Truck Route Study (August 2001)

This study was commissioned by the City of Goodyear in an effort to provide an analysis of current truck traffic conditions within the City and includes recommendations for a network of designated truck hauling routes that would serve this truck traffic. The study recommends the expansion of certain routes to accommodate future truck traffic as well as the closure of other routes to trucks due to capacity, noise, and safety issues. Study results were also intended to serve as the basis for a city ordinance restricting truck traffic to the recommended routes, in accordance with the City's

General Plan, in a manner that provides for the safe, effective, and efficient movement of goods and services through the City of Goodyear limits. The study area is bounded by Litchfield Road to the east, Beardsley Canal Road to the west, Camelback Road to the north, and MC-85 and the Salt River to the south.

1.4.2.7 GY-06: Parks, Trails, and Open Space Master Plan, 2001

1.4.2.8 Key Issues in the City of Goodyear

The City of Goodyear has many large, master-planned communities under development. Each development must adhere to the guidelines set forth in the general plan to set up a transportation network that accommodates pedestrians, bicycles, automobiles, trucks, and other forms of transportation.

According to City of Goodyear staff, completion of the arterial street grid system will progress as development occurs. The City does have several transportation infrastructure improvements currently planned or programmed. Two major City projects are scheduled for the current fiscal year, 2002-2003, including the following:

- Reconstruction/widening of Estrella Parkway from the existing 2-lane section to a 4-lane section with a center raised median, from a point ¼ -mile north of Yuma Road to a point ¼ -mile north of McDowell Road, a distance of approximately 2 miles; and
- Reconstruction/widening of McDowell Road from the existing 2-lane section to a 4-lane section with a center raised median, from Bullard Avenue to Pebble Creek Parkway, a distance of approximately 2 miles.

Within the next five (5) years, the City of Goodyear plans to complete several other transportation infrastructure improvements, including the following projects:

- Reconstruction/widening of Van Buren Street from the existing 2-lane section to a 4-lane section with a center raised median, from Litchfield Road to Estrella Parkway, a distance of approximately 2 miles;
- Reconstruction/widening of Yuma Road from the existing 2-lane section to a 4-lane section with a center raised median, from Bullard Avenue to Estrella Parkway, a distance of approximately 1 mile;
- Construction of two (2) new bridge crossings over the Bullard Wash, on Van Buren Street (4-lane crossing) and on Yuma Road (6-lane crossing); and
- Improvement of Bullard Avenue from existing graded gravel to paved roadway with asphalt concrete pavement, from Van Burne Street Street to Yuma Road, a distance of approximately 1 mile.

1.4.3 Maricopa County Department of Transportation

1.4.3.1 MC-00: Maricopa County Comprehensive Plan 2020: Eye to the Future (October 1997)

The Maricopa County Comprehensive Plan 2020: Eye to the Future is an overall plan for controlled development of the communities with an effort to conserve resources and protect the environment while still providing an efficient transportation system. It is intended as a guide for decisions concerning growth and development and contains goals, policies and standards to meet the plan.

1.4.3.2 MC-01: Southwest Valley Transportation Study - Final Report (July 1997)

The Southwest Valley Transportation Study Final Report is a study conducted to aid in the development of a comprehensive multimodal transportation plan for the cities of Avondale, Goodyear, Litchfield Park, Tolleson, and the Town of Buckeye. The study included the development of a five-year transportation improvement program (1996-2001), a ten-year action plan (2001-2006), and a twenty-five year long-range transportation plan. Information from this report was not utilized in MAG's development of the Long Range Transportation Plan. This report has been superseded by MAG's Southwest Area Transportation Study of which this Working Paper is one task.

1.4.3.3 MC-02: Southwest Valley Transportation Study - Goodyear Community Transportation Plan (May 1997)

The Southwest Valley Transportation Study - Goodyear Community Transportation Plan covers the Goodyear sub-area, which is bounded on the north by and including Northern Avenue, bounded on the south by Litchfield Road and Jack Rabbit Trail. The study included the development of a five-year (1996-2001) transportation improvement program, a ten-year (2001-2006), and a twenty-five-year, long-range transportation plan (Southwest Valley Transportation Study 1-1). The study includes: a review of previous plans and studies; formulation of transportation goals and policies; an inventory of existing conditions; socioeconomic and land use projections; refinement, calibration, and application of a travel demand model; an analysis of future conditions; an evaluation and prioritization of transportation improvement projects; an alternative modes development plan; public involvement activities, and an implementation and funding program (Southwest Valley Transportation Study - Goodyear Community Transportation Plan 1-1).

1.4.3.4 MC-03: Riggs Road- Rainbow Valley to SR-85: Final Candidate Assessment Report (June 2000)

Riggs Road-Rainbow Valley to SR-85: Final Candidate Assessment Report recommends the improvement of Riggs Road from Rainbow Valley Road to its western end, and to extend it to SR 85 parallel to the El Paso Gas line service road and changing the alignment to the north at the west end for better access to SR 85 (Riggs Road- Rainbow Valley to SR-85: Final Candidate Assessment Report 3). The improvements would include construction of a paved two-lane rural collector. Additional right-of-way must be acquired.

1.4.3.5 MC-04: MC Highway 85- State Route 85 at Oglesby Road to 75th Avenue: Final Corridor Improvement Study (July 1998)

Volume 1 consists of the Final Report, identifying needs and recommended improvements along the MC 85 corridor through Goodyear, Buckeye, and the southwest valley. One of the key elements of this study is the recommendation of a truck bypass route through the Town of Buckeye. Trucks traveling west along MC-85 would be diverted south on Watson Road to Beloit Road, then west on Beloit Road for 2½ miles and then southwest on a new road to Hazen Road. Trucks would then travel on Hazen Road to SR-85. This bypass route would allow trucks to avoid the central core area of the Town.

Volume 2 contains the following appendices:

- Proposed Model Access Control Ordinances
- Title VI/ Environmental Justice Overview

- Concept Plans
- Preliminary Cost Summaries per Segment
- Results of the Public Process and Agency Letters Received
- Summaries of Field Meetings and Agency Meetings
- City/Town Limits Maps

Volume 3 contains the following appendices:

- Quantity Estimates
- MCDOT Road Management System Road Summary Report
- Existing Access Summary Table
- Zoning Maps
- Utility Tables
- Typical Sections
- MCDOT Environmental Overview
- Transyt-7F Analyses Technical Memorandum

1.4.3.6 MC-05: Bicycle Transportation System Plan (May 1999)

This plan outlines the bicycle routes currently available in the MAG region and recommends goals to improve the routes and connect them into a network as well as recommended policies regarding cycling and the use of these routes. The plan estimates between 1000 and 1200 miles of bicycle facilities currently existing.

1.4.3.7 MC-06: Estrella Corridor Study - MC 85 to Interstate 17: Design Concept Report (March 1998)

This is a study to provide information regarding the potential development of the Estrella Corridor. The Estrella Corridor study considered an 800 m (2625 foot) wide section of roadway (with the exception of a 183 m (600-foot section that encompasses the existing L303) that is 59.4 km (37 miles) long. The corridor considered begins at MC 85 in the south; follows ADOT alignment along or east of Cotton Lane extending north to Grand Avenue. The corridor then extends from Grand Avenue to Lake Pleasant Road, and then follows the alignment of Happy Valley Road to Interstate 17. The study recommends that alignment of the corridor to match Happy Valley Road be discontinued and alignment to match Lake Pleasant Road be considered.

1.4.3.8 MC-07: Baseline Road- 51st Avenue to 7th Avenue: Final Design Concept Report (October 1997)

The Baseline Road - 51st Avenue to 7th Avenue: Final Design Concept Report covers the proposed improvement of an 8.3 km section of Baseline Road from 51st Avenue to 7th Avenue. The improvements include widening Baseline Road to a five-lane urban roadway section from a two-lane rural roadway section; the realignment of all the major crossroad intersections; and a new storm drain system under Baseline Road from 7th Avenue to 43rd Avenue.

1.4.3.9 MC-08: Maricopa County Final Transportation System Plan: 2020 Eye to the Future (December 1997)

The Maricopa County Final Transportation System Plan: 2020 Eye to the Future is a plan for unincorporated portion of the County through the year 2020.

1.4.3.10 MC-09: 99th Avenue Corridor: Improvement Staging Report (May 1998)

The 99th Avenue Corridor: Improvement Staging Report is an analysis of vehicle traffic on 99th Avenue and 91st Avenue, between I-10 and Glendale Avenue, in preparation for the construction of the remaining segments of Loop 101 (99th Avenue Corridor: Improvement Staging Report 1).

1.4.3.11 MC-10: 99th Avenue Corridor Study- I-10 to Glendale Avenue: Environmental Overview (June 1998)

The 99th Avenue Corridor Study is an environmental overview to assess the natural, physical, socio-economic, and cultural resource environment. The study area consists of a 1200-foot wide by 5.25-mile long corridor centered on 99th Avenue bounded by I-10 on the south and Glendale Avenue on the north (99th Avenue Corridor Study 1). This study does not meet the requirements of NEPA; it is only intended to identify environmental concerns related to future development.

1.4.3.12 MC-11: 115th Avenue - MC 85 to McDowell Road: Final Candidate Assessment Report (February 1997)

115th Avenue - MC 85 to McDowell Road is a 3.2 km (2-mile) project to improve traffic flow on 115th Avenue (located in Avondale) to the Phoenix International Raceway, and is divided into an urban section (I-10 to McDowell Road) and a rural section (MC 85, Buckeye Road, to I-10). The proposed improvement includes an urban, minor-arterial construction from I-10 to McDowell Road; a rural minor, arterial construction from MC 85 to I-10; installation of a traffic signal and widening of the roadway to a five-lane section (the length of the left turn lanes) on Van Buren Street; and installation of a traffic signal at the intersection of McDowell Road.

1.4.3.13 MC-12: Watson Road- MC 85 to Southern Avenue: Project Assessment Report (October 1996)

Watson Road is a north-south section line roadway located east of the Town of Buckeye in western Maricopa County (Watson Road- MC 85 to Southern Avenue 1). The proposed improvement of Watson Road is bounded on the North by the intersection of Watson road and southern avenue and on the south by the MC 85 (Baseline Road) and Watson Road intersection. The proposed improvement includes the construction of Watson Road, as a two-lane road between these boundaries to provide access for developers for a large, master plan development near I-10 and Watson Road. Construction of a bridge over the Buckeye Canal and a Railroad crossing are also included.

1.4.3.14 MC-13: Tonopah/Arlington Area Plan (September 2000)

This study was developed as a complementary document to the Maricopa County Comprehensive Plan: Eye to the Future 2020 (October 1997). The Tonopah/Arlington Area Plan provides a specific guide for development and growth in the Tonopah/Arlington planning area, and includes specific goals and objectives for transportation, land use, environmental issues, and economic development. The study area includes Tonopah and the surrounding area along Interstate 10, west of Buckeye in western Maricopa County.

1.4.3.15 MC-14: White Tanks/Grand Avenue Area Plan (Undated)

This study was developed as a complementary document to the Maricopa County Comprehensive Plan: Eye to the Future 2020 (October 1997). The White Tanks/Grand Avenue Area Plan provides a specific guide for development and growth in the planning area, and includes specific goals and objectives for transportation, land use, environmental issues, and economic development. The study area includes the western portion of the greater Phoenix metropolitan area surrounding Grand Avenue. The Study area is bounded by the Agua Fria River to the east, the White Tank Mountains to the west, Interstate 10 to the south, and the Yavapai County line to the north.

1.4.3.16 MC-15: Little Rainbow Valley Area Land Use Plan (January 1992)

The Little Rainbow Valley Area Plan provides a specific guide for development and growth in the planning area, and includes specific goals and objectives in the areas of natural resources, land use and zoning, and socio-economic development. The study area includes the area south of MC-85 between Estrella Parkway and Rainbow Road in the southwestern portion of the greater Phoenix metropolitan area. According to county staff, the Rainbow Valley Area Plan is currently in the process of being updated.

1.4.3.17 MC-16: 99th Avenue Design Concept Report- McDowell Road to Glendale Avenue (August 1999)

This report indicates that the 4-mile section of 99th Avenue between McDowell Road and the Grand Canal (Bethany Home Road alignment) needs to be widened to accommodate future traffic growth. Dual left turn lanes should be added on 99th Avenue at Thomas Road, Indian School Road, and Camelback Road. The initial phase will cost \$14,403,000. The complete build-out will cost \$22,400,000, with most of the additional cost being due to the relocation of a canal and some wells.

1.4.3.18 MC-17: Maricopa County Regional Trail System Plan, 2002

This map shows the Maricopa County Regional Trail System Plan.

1.4.3.19 MC-18: Sun Circle Trail

This map shows the Sun Circle Trail.

1.4.3.20 Key Issues for Maricopa County DOT

MCDOT currently has several major transportation infrastructure improvements planned, as identified in the current Five-Year Transportation Improvement Program for Fiscal Year 2003-2007. Major projects programmed for the next five years within the study area include the following:

- Reconstruction/widening of 51st Avenue from existing 2-lane section to 4-lane roadway with raised median, from Baseline Road to Broadway Road, a distance of approximately 2 miles;
- Reconstruction/widening of 51st Avenue from existing 2-lane section to 3-lane roadway from Baseline Road to Dobbins Road, and to a 5-lane roadway from Dobbins Road to Elliot Road, a combined distance of approximately 2 miles;
- Completion of Design Concept Report for future reconstruction of 75th Avenue from existing 2-lane section to 5-lane section with continuous center two-way left-turn lane, from MC-85 (Buckeye Road) to Van Buren Street, a distance of approximately one mile.
- Right-of-way acquisition along 99th Avenue between McDowell Road and Grand Canal (Bethany Home Road alignment), a distance of approximately 4 miles, in order to

accommodate future widening/reconstruction of 99th Avenue to a 5-lane roadway section;

- Reconstruction of Estrella Parkway to a 4-lane roadway section with a center raised median and signalized intersections, between Yuma Road and McDowell Road, a distance of approximately 3 miles;
- Completion of Design Concept Report to evaluate widening of Jackrabbit Trail from existing 2-lane road to 4-lane roadway with center raised median, from Yuma Road to Thomas Road, a distance of approximately 3 miles;
- Completion of Design Concept Report to establish 30% design parameters for eventual reconstruction/widening of MC-85 to 4-lane roadway with raised center median, from 107th Avenue to 75th Avenue, a distance of approximately 4 miles;
- Completion of Design Concept Report to establish 30% design parameters for eventual reconstruction/widening of MC-85 to 4-lane roadway with raised center median, from Airport Road to Jackrabbit Trail, a distance of approximately 1½ miles;
- Reconstruction/widening of MC-85 from existing 2-lane road to 5-lane roadway section, from Cotton Lane to Litchfield Road, a distance of approximately 4½ miles; and
- Reconstruction/widening of MC-85 to 4-lane roadway with center raised median and bicycle lanes, with acquisition of sufficient right-of-way for future expansion to a 6-lane roadway section, from El Mirage Road to 115th Avenue, a distance of approximately one mile.

1.4.4 Flood Control District of Maricopa County (FCDMC)

1.4.4.1 FC-01: Agua Fria Watercourse Master Plan (November 2001)

This study was commissioned to develop a flood protection strategy for the Agua Fria River Corridor in western portion of the Valley of the Sun. Flood control policies identified as part of this master plan are intended to preserve the cultural and archaeological history of the river while at the same time providing for multiple uses within the corridor. The Watercourse Master Plan “outlines specific recommendations relative to floodplain management strategies, recreation opportunities, and habitat preservation for the corridor.” This study also identifies potential future trail systems and non-motorized circulation routes within the river corridor. The study area basically includes the Agua Fria River floodplain between Lake Pleasant and the Gila River.

1.4.4.2 FC-02: El Rio Vision (Undated)

This study was commissioned as a long-term planning effort for the Gila River, between the confluence of the Agua Fria River and the SR-85 crossing in the southwest valley. This study is intended to serve as a long-range vision and plan for managing this portion of the river. Five specific goals are outlined for the Gila River in this report, one of which is a focus on multi-use facilities and functions, including an emphasis on recreational, educational, and community needs. This study includes proposed uses along this portion of the Gila River, uses which include development of non-vehicular circulation elements such as river walks and bike paths within the corridor.

1.4.4.3 Key Issues of the FCDMC

Recreational, educational, and community needs must be considered when planning for multi-use facilities and functions within the Agua Fria and Gila River corridors. Potential future trail systems and non-motorized circulation routes are an important part of the transportation network within the

corridors.

1.4.5 Maricopa Association of Governments (MAG)

1.4.5.1 MAG-01: MAG Long Range Transportation Plan - 2001 Update (July 2002)

The MAG Long Range Transportation Plan - 2001 Update documents the progress on the long-range transportation plan including any changes made to the overall plan. The plan includes expansion of existing freeways, and construction of new freeways, increasing street lane miles, tripling local bus services, quadrupling of express and commuter bus service, and a 39-mile light rail transit system (MAG Long Range Transportation Plan- 2001 Update EX-1).

1.4.5.2 MAG-02: MAG FY 2003-2007 Transportation Improvement Program (July 2002)

The MAG FY 2003-2007 Transportation Improvement Program is a five- year regional guide for management, preservation, and expansion of public transportation services (MAG FY 2003-2007 Transportation Improvement Program I-1). Parties included in the development of this program are the Maricopa Association of Governments, the Arizona Department of Transportation, and the Regional Public Transportation Authority. Projects within the five-year program are consistent with the MAG Long Range Transportation Plan.

1.4.5.3 MAG-03: MAG ITS Strategic Plan Update (April 2001)

The MAG ITS Strategic Plan Update is a report based on a 14-month study that will be used to guide ITS projects and programs in the MAG region for the next 20 years (MAG ITS Strategic Plan Update 1). It includes the following key elements that were identified or developed:

- ITS solutions to be deployed over the next 20 years to meet regional transportation needs
- System architecture for the region that shows how all of the systems, subsystems, and field elements work together
- Telecommunications Plan to support the candidate technologies
- Implementation Plan for short-, medium-, and long-term ITS deployment
- Operational and Implementation Strategies to outline agency roles, responsibilities, and resources needed to support long-term ITS operations in the region
- ITS Training and Capacity Building (TCB) Plan
- ITS Evaluation Plan (MAG ITS Strategic Plan Update 1).

1.4.5.4 MAG-04: MAG Conformity Analysis (July 2001)

The MAG Conformity Analysis reports on how well the MAG Transportation Improvement Program and the Long Rang Transportation Plan Update meet the requirements of the federal conformity rule. The conformity rule regulates air quality. The three main pollutants regulated are carbon monoxide (CO), ozone, and particulate matter less than ten microns in diameter.

1.4.5.5 MAG-05: Phoenix External Travel Survey - Final Report (February 2001)

The Phoenix External Travel Survey analyzes and maintains the regional travel demand-forecasting model for the Phoenix Metropolitan Area. The report includes a traditional intercept survey consisting of fifteen different survey sites, which included the major highways that leave the area.

- Sample selection
- Survey station layouts
- Permits and insurance
- Traffic count and classification data
- Survey preparation
- Survey conduct and lessons learned
- Data coding
- Trip factoring
- Summaries of expanded survey data

1.4.5.6 MAG-06: Regional Off-Street System Plan: Creating Non-Motorized Paths/Trails in Existing Corridors (February 2001)

The Regional Off-Street System Plan: Creating Non-Motorized Paths/ Trails in Existing Corridors is a plan to guide the development of non-motorized paths in a manner that makes them viable options for daily travel to aid in the reduction of traffic congestion and pollution. The plan contains goals and objectives to guide these efforts.

1.4.5.7 MAG-07: Desert Spaces: An Open Space Plan for the Maricopa Association of Governments (October 1995)

The Desert Spaces: An Opens Space Plan identifies and recommends conservation and management strategies for the natural resources and open spaces that are deemed critical to the quality of life in the Valley (Desert Spaces: An Open Space Plan for the Maricopa Association of Governments). It is intended as a guide to protect those opens spaces and resources.

1.4.5.8 MAG-08: Desert Spaces: Environmentally Sensitive Development Areas (ESDA) Policies & Design Guidelines (June 2000)

These design guidelines and policies are for the “Retention Areas” as defined in the Desert Spaces Plan. They are intended for use as a guide when developing projects built in the “Retention Areas”. “Retention Areas” include some 1,419,265 acres of public and private land deemed to have high open space value

1.4.5.9 MAG-09: West Area Transportation Analysis - Final Report (June 1985)

The West Area Transportation Analysis - Final Report is a document detailing a long-term study of the transportation needs of the western portion of the Phoenix Metropolitan Area. The analysis determines if new regional high-capacity roadways were needed to support 20 to 30-year development. It also identifies street and highway needs not existing in other long-range plans. The analysis reports on where right-of-ways should be obtained in order to service the area and estimated costs to obtain them.

1.4.5.10 MAG-10: Pedestrian Area Policies and Design Guidelines (October 1995)

The Pedestrian Area Policies and Design Guidelines is intended to help entities design and develop pedestrian areas and corridors throughout the Maricopa Association of Governments area (Pedestrian Area Policies and Design Guidelines).

1.4.5.11 MAG-11: Central Area Transportation Study (March 1985)

The Central Area Transportation Study was conducted in order to determine the long-range transportation needs for the central portion of the Phoenix Metropolitan Area (this area is considered the portion of Phoenix that lies within the boundaries of the “Outer Loop”). The study is based upon the Transportation System Plan dated January 12, 1983 and projected an assessment of conditions for the Year 2003. This study is divided into three reports: the Executive Summary, Volume I and Volume II.

The Executive Summary contains a summary of the results for each of the sections in Volumes I and II.

Volume I contains the following parts:

- Transportation Plan Analysis
- Hohokam Expressway/East Papago Freeway Connection Analysis
- East Papago Freeway Extension Analysis
- Southwest Loop Corridor Analysis

Volume II contains the following parts:

- Paradise Parkway Alternatives Analysis
- East Phoenix Loop Corridor Analysis
- 32nd Street/Shea Boulevard Traffic Analysis
- Squaw Peak Parkway Extension Analysis

1.4.5.12 MAG-12: MAG Regional Congestion Study Final Report (1998)

The MAG Regional Congestion Study Final Report is a report on the traffic patterns at intersections, intended to update an electronic database containing traffic information relevant to the MAG transportation planning process. The study is intended to evaluate and validate the traffic models used by MAG, to provide information and input for regional transportation planning studies, and to provide information for local traffic studies and design projects. The study also expands the database to cover a larger geographical area for planning purposes.

1.4.5.13 MAG-13: MAG Parking Cost Study – Final Report (1996)

The Maricopa Association of Governments Parking Cost Study analyzes the cost associated with hourly and daily parking. This information is used to determine the percent of home-based-work trips that are travel by transit for one person auto and two, three, or four person carpools (Maricopa Association of Governments Parking Cost Study – Final Report 1996 1). This study updates a previous study performed in 1984.

1.4.5.14 MAG-14: 1993 Study of Travel Speed and Delay in the MAG Region – Final Report (March 1995)

The 1993 Study of Travel Speed and Delay in the MAG Region is an analysis of field measured travel speeds and delays for incorporation in the regional transportation model, to aid in ensuring the conformity of transportation plans to federal and state air quality implementation plans (1993 Study of Travel Speed and Delay in the MAG Region ES-1).

1.4.5.15 MAG-15: MAG Bottleneck Study (Ongoing)

This study is currently being completed for the Maricopa Association of Governments. The focus of the bottleneck study is the identification and evaluation of major points of congestion along freeway facilities in the metropolitan area. This study is currently ongoing; no timetable for completion has been identified at this time.

1.4.5.16 MAG-16: West Valley Rivers: Draft Preliminary Plan, West Valley Multi-modal Transportation Corridors Study (April 2001)

This study identifies a series of proposed improvements to be completed along the New River and lower Agua Fria River in the western Phoenix metropolitan area. This plan identifies a number of improvements to the 42-mile river corridor that will accommodate a series of non-motorized trails, open space for linear parks, and other access roads and other public facilities that are critical to the proposed trail system.

1.4.5.17 MAG-17: MAG Park-and-Ride Study Executive Summary (January 2001)

This study recommends ten specific park-and-ride lots that should be built within the next five years. In addition, ten other sites have been identified for long-term deployment. These park-and-ride lots are expected to attract more participants to carpooling, vanpooling, and the regional bus system. This study also discusses the design guidelines, operations, management, and implementation plans for the system of park-and-ride lots.

1.4.5.18 MAG-18: Roads of Regional Significance Evaluation (January 1996)

This study assesses the feasibility of improving numerous existing arterial roads to create a 542-mile network of streets with a higher design standard. This network will help to alleviate peak hour congestion and increase mobility throughout the region. The total cost of constructing this Roads of Regional Significance network is estimated to be near \$2 billion. HURF funds and an increase in gas tax are expected to generate the needed revenue.

1.4.5.19 MAG-17: MAG Regional Bicycle Plan, 1999 (MAP)

1.4.5.20 MAG-18: MAG Pedestrian Plan 2000, 1999 (MAP)

1.4.5.21 MAG-19: West Valley Multi-Modal Transportation Corridor Master Plan, 2001 (MAP)

1.4.5.22 Key Issues of MAG

MAG aids the various member agencies in identifying and resolving regional transportation matters such as congestion, parking, pollution, transit, ITS, and non-motorized travel.

1.4.6 City of Litchfield Park

1.4.6.1 LP-00: City of Litchfield Park General Plan Update (October 2001)

The Litchfield Park General Plan Update includes new sections dealing with housing, infill development, open space, environmental planning, water resources, growth areas, and costs of development. These new sections, together with those previously in the General Plan of community character, land use, circulation, and smart growth, define the City's goals and strategies for the future.

1.4.6.2 Key Issues in Litchfield Park

The City of Litchfield Park envisions strategically placing roadway improvements so as to avoid automobile traffic domination by promoting alternate modes of transportation. The only transportation infrastructure improvements currently planned by the City are construction of two (2) pedestrian grade-separated crossings on Litchfield Road, one just north of Wigwam Boulevard and the second just north of Camelback Road.

1.4.7 City of Tolleson

1.4.7.1 TO-00: Tolleson General Plan (November 1996)

The Tolleson General Plan is a statement of the City's goals and strategies for its future (Tolleson General Plan 1). It also outlines areas of circulation, economic development, community facilities, and land use as well as goals, policies and strategies to deal with these areas (Tolleson General Plan 1).

1.4.7.2 TO-01: Van Buren Traffic Calming Study

This study documents the desire of the Town of Tolleson to slow traffic and discourage truck through their downtown area, which includes schools and small retail. Traffic calming elements such as pedestrian crossing tables and bulbouts at intersections are used. Completed 2001.

1.4.7.3 Key Issues in Tolleson

The Tolleson General Plan identifies the need to improve the transportation network to accommodate growth while still maintaining the "small town" feel. These two seemingly conflicting goals can be accomplished through proper planning that will increase mobility, revitalize community character, and promote alternative modes of transportation.

According to City of Tolleson staff, the primary transportation infrastructure projects planned by the City in coming years are pedestrian-related improvements to Van Buren Street and 91st Avenue. While not yet designed, potential improvements would include preservation of existing landscaping, as well as construction of raised sidewalks to promote pedestrian safety along these two major corridors, as outlined in the Van Buren Traffic Calming Study. Construction of grade-separated pedestrian crossings over 91st Avenue and/or Van Buren Street might also be included as part of these improvements.

1.4.8 City of Avondale

1.4.8.1 AV-00: Avondale General Plan- City Council Final Draft (January 2002)

The Avondale General Plan is a document intended to provide the City with an update on how and what changes have occurred in Avondale since the 1990 Plan. It also provides guidance for future growth within the City of Avondale.

1.4.8.2 AV-01: Downtown Design Guidelines and Pedestrian Enhancement

This completion of Avondale's Old Town Design Guidelines on Western Avenue between Central and Dysart identify the area as "pedestrian friendly".

1.4.8.3 Key Issues in Avondale.

The Avondale General Plan recommends a safe, multimodal transportation network that supports land use planning and facilitates future growth. According to City of Avondale staff, completion of the arterial street grid system and improvement of existing roadways to ultimately planned half-street cross-sections will progress as development occurs. The City does have several transportation infrastructure improvements currently planned, however. Major City transportation infrastructure improvement projects scheduled for completion in the next five years include the following:

- Reconstruction/widening of 115th Avenue from the existing 2-lane section to a 6-lane section with a center raised median, from Interstate 10 south to Buckeye Road (MC-85), a distance of approximately 1½ miles (FY 02-03);
- Construction of traffic signal interconnection for traffic signals at various locations within the City of Avondale (FY 04-05);
- Reconstruction/widening of 115th Avenue from the existing 2-lane section to a 6-lane section with a center raised median, from Interstate 10 north to McDowell Road, a distance of approximately ¼ mile (FY 05-06); and
- Construction of intelligent transportation system (ITS) improvements along the Dysart Road corridor, from Van Buren Street to Indian School Road, a distance of approximately 3 miles.

The City of Avondale has also identified several long-term improvements (10 to 25 years) that are in various stages of planning and/or concept development. Long-term improvements identified by the City of Avondale include the following:

- Construction of limited-access freeway connection between planned South Mountain Freeway and the Loop 303, potentially located along the Southern Road or Broadway Road corridors;
- Reconstruction/widening of Lower Buckeye Road through the City of Avondale; and
- Reconstruction/widening of Broadway Road through the City of Avondale.

1.4.9 Town of Buckeye

1.4.9.1 BU-00: Town of Buckeye General Development 1989-2000 (September 1989)

The Buckeye General Plan outlines land use policies, goals, and objectives for the Town. These guidelines form the general framework of growth management for the Town and are intended for use in an effort to keep future development in harmony with land use strategies adopted by municipal leaders.

1.4.9.2 BU-01: Town of Buckeye General Development Plan Update- Draft: Growing Smarter Plus Elements (April 2001)

The Town of Buckeye General Development Plan Update - Draft: Growing Smarter Plus Elements is a plan to allow the town to accommodate growth. It contains the overall vision for the town and goals, objectives and policies to help create that vision. This report serves as an update to the Town's previously-adopted general plan, with specific focus on addressing issues associated with the state-mandated Growing Smarter Initiative.

1.4.9.3 BU-02: Tartesso Master-Planned Community - Traffic Analysis (May 2000)

Tartesso is a proposed master-planned community covering approximately 3,351 acres and containing approximately 141 acres of employment-related centers, 47 acres of commercial core development, 33.5 acres of neighborhood retail development, approximately 11,030 single-family residential dwelling units, and various miscellaneous parcels. The construction of Tartesso will be north of I-10 and east of Sun Valley Parkway (Traffic Analysis- Tartesso Master-Planned Community 1). This report contains a summary of existing transportation infrastructure in the area, projected traffic volumes associated with the proposed development, and recommendations for transportation improvements needed to serve the proposed development.

1.4.9.4 BU-03: Douglas Ranch Master-Planned Community- Master Circulation Study (June 2001)

The Douglas Ranch Master-Planned Community- Master Circulation Study analyses and quantifies future transportation demands as a result of the proposed development. The study assumes that the master-planned community will eventually be annexed into the town of Buckeye and is prepared in connection to the approval process required by the Town of Buckeye. The study includes an overview of the proposed development including intensity of land use and access provisions; an outline of existing conditions in the vicinity of the site; expected traffic generated by the development, including trip distribution and traffic assignment for individual parcels; recommendations for on-site planning and improvements; and review of off-site improvements needed to accommodate this and other developments in the area (Douglas Ranch Master Planned Community- Master Circulation Study 1).

1.4.9.5 BU-04: Sun Valley South Development- Traffic Analysis (September 2000)

The Sun Valley South Development- Traffic Analysis is a study of the proposed Sun Valley South development that includes an overview of the proposed development; an outline of existing conditions; a summary of likely future conditions; expected traffic generated by the development; recommendations for on-site planning and improvements; and review of off-site improvements needed to accommodate this and other developments in the area (Sun Valley South Development- Traffic Analysis 1).

1.4.9.6 BU-05: Tartesso North Master-Planned Community- Traffic Analysis (October 2000)

Tartesso North is a proposed master-planned community covering approximately 4,500 acres, including approximately 2,287,000 square feet of employment-related centers, 2,553,000 square feet of retail/commercial development, approximately 12,641 residential dwelling units, and various miscellaneous parcels. Tartesso North will be constructed along the Sun Valley Parkway between Thomas Road and Bethany Home Road. This report contains a summary of existing transportation infrastructure in the area, projected traffic volumes associated with the proposed development, and recommendations for transportation improvements needed to serve the proposed development.

1.4.9.7 BU-06: Roston/Buckeye- Traffic Analysis (April 2000)

Roston/Buckeye is a proposed mixed-use development covering approximately 1,114 acres, including 40 acres of employment uses, 30 acres of retail/commercial uses, 4,500 residential dwelling units, a regional sports center, and 2 schools. Roston/Buckeye will be constructed along SR-85 between Interstate 10 and Broadway Road. This report contains a summary of existing transportation infrastructure in the area, projected traffic volumes associated with the proposed development, and recommendations for transportation improvements needed to serve the proposed

development.

1.4.9.8 BU-07: Sundance Community Master Plan (CMP) Development- Traffic Impact Analysis (September 2000)

The Sundance Community is a proposed mixed-use development covering approximately 2,015 acres, including a mix of residential, commercial, employment, school, and recreational land uses. Sundance will be constructed south of Interstate 10 between Miller Road and Jackrabbit Trail. This report contains a summary of existing transportation infrastructure in the area, projected traffic volumes associated with the proposed development, and recommendations for transportation improvements needed to serve the proposed development.

1.4.9.9 Key Issues

The Town of Buckeye has numerous large, master-planned communities under development. Each development must contribute positively to the transportation network in order to properly accommodate pedestrians, bicycles, automobiles, trucks, and other forms of transportation. Development adjacent to I-10 is of special interest and concern for the Town.

According to Town of Buckeye staff, completion of the arterial street grid system and improvement of existing roadways to ultimately planned half-street cross-sections will progress as development occurs. Several roadway projects, including improvements to Watson Road and Airport Road, will be funded by private development partners as part of these relatively large master-planned communities. A new traffic interchange along Interstate 10 at the Wilson Avenue alignment is also planned, and will be funded in large part by private development. Wilson Avenue is located approximately two (2) miles west of SR-85. Several new all-weather crossings of the Hassayampa River will also be constructed as part of planned development in the Sun Valley area of Buckeye. Within the study area, two (2) new crossings of the Hassayampa River are planned, at Camelback Road and the Tonopah-Salome Highway. According to Town staff, no new crossings of the Gila River are planned within Buckeye.

While a large portion of the transportation infrastructure in Buckeye is expected to be constructed in conjunction with private development projects, the Town does have several transportation infrastructure improvements currently planned. Transportation projects planned or proposed by the Town in various stages of planning or concept development include the following:

- Extension of Watson Road from existing terminus at Southern Avenue south to MC-85 (Baseline Road), a distance of approximately 1 mile, including construction of new crossings at existing Union Pacific railroad line and the Buckeye Canal;
- Acquisition of 66-foot right-of-way adjacent to existing Luke Air Force Base Auxiliary Airfield for future extension of Airport Road from Yuma Road north to Roosevelt Street alignment, a distance of approximately 1½ miles;
- Realignment of Dean Road to shift roadway alignment ¼ mile east of section line, from a point approximately ½ mile north of Lower Buckeye Road to a point approximately ½ mile north of Yuma Road, a distance of approximately 1 mile, in order to avoid large wash at the Yuma Road/Dean Road intersection.

1.4.10 Town of Gila Bend

1.4.10.1 GB-00: Town of Gila Bend Master Plan Update (September 1996)

The Gila Bend Master Plan Update identifies goals, objectives, policies and strategies for providing quality development in the community. The Master Plan Update consists of three plan elements; Land Use, Circulation and Public Facilities and Services. The Land Use Element also includes economic development strategies for the community. Combined these elements will help guide future growth and development in the town and provide a framework for day-to-day decisions by local officials and staff.

1.4.10.2 GB-01: Central Pedestrian Way

This project provided connections between residents and destinations such as a school, post office, library, etc. along a busy state highway.

1.4.10.3 Key Issues in Gila Bend

The Gila Bend Master Plan Update conveys the desire of the Town to create a safe, convenient and efficient transportation network in Gila Bend that allows for appropriate access to all land uses while still protecting the integrity of both residential and non-residential areas.

According to partial responses received from City staff, ongoing, planned, and proposed development projects include:

- Diamond Lake Ranch
- Gila Bend Airpark
- Gila Bend Estates
- Henry's RV Park
- Palo Verde Heights/Current Place
- Panda Gila River Power Plant
- Power Development Power Plant

1.4.11 RPTA - Valley Metro

1.4.11.1 RPTA-01: Valley Metro Bus Book (January 2002)

The Valley Metro Bus Book contains information regarding the bus routes, schedules, and times that services are provided throughout metropolitan Phoenix, including the SWATS area. This information is summarized in Working Paper 3.

1.4.11.2 RPTA-02: Short-Range Transit Report (2001 Annual Report)

The Short-Range Transit Report details the status of scheduled transit service and evaluates how well the system has performed (Short-Range Transit Report 1). The report also identifies service goals and standards; details and illustrates the Capital Improvement Program and the Transit Improvement Program projects (Short-Range Transit Report 1).

1.4.11.3 RPTA-03: Regional Transit System Study (Ongoing)

According to RPTA staff, this study is currently ongoing, with an expected completion date of December 2002.

1.4.11.4 Key Issues

The RPTA hopes to attract greater ridership by improving the current system through additional routes, park-and-ride lots, and upgraded facilities.

1.4.12 Arizona Department of Transportation

1.4.12.1 ADOT-01: I-10 West Corridor Profile Study (Ongoing)

This study evaluates potential commuter rail service along the I-10 corridor. Is this all the profile study evaluates. Service would operate during AM and PM peak hours on the existing Union Pacific Railroad tracks within the corridor. Proposed commuter rail service would run between downtown Phoenix and Buckeye, and would be directional in nature, with eastbound service to Phoenix in the mornings and westbound service to Buckeye in the evenings. This study is currently ongoing. No date for completion has been specified at this time.

1.4.12.2 Key Issues for ADOT

The potential commuter rail service along I-10 is still being evaluated. The ability to attract ridership is an important issue of this study.

ADOT is currently proceeding with design efforts for improvements to SR-85 between Interstate 10 near Buckeye and Interstate 8 near Gila Bend. This highway will ultimately be reconstructed as a limited-access freeway facility with grade-separated interchanges. The reconstructed mainline is expected to provide two travel lanes in each direction.

1.5 Key Transportation Issues

A review of the studies, plans, and reports obtained as part of the data collection task was completed in an effort to identify key transportation issues, including existing transportation network deficiencies, planned and proposed improvements, and other elements. Transportation issues addressed in these reports can generally be grouped into four different categories, including the following:

- Evaluation of limited-access regional transportation facilities;
- Completion of the arterial grid system;
- Identification of needs for new freeway interchanges and bridges; and
- Consideration of expanded public transportation within the study area.

A brief overview of each of these issues and a discussion of key points are provided in subsequent sections of this report.

1.5.1 Regional Roadway Network

Improvements to the regional roadway network are primarily focused on limited-access facilities, such as freeways and expressways. Issues identified through the data collection efforts focus on both expanding capacity of existing freeways and development of new regional freeways and expressways. Major issues include the following:

- Potential expansion of I-10 to 6 lanes from Avondale west to Buckeye;
- Maintaining previously-acquired right-of-way for Loop 303 (Estrella Freeway) between the Gila River and Grand Avenue, and ultimate construction of limited-access freeway facility along this alignment;
- Possible expansion and upgrade of MC-85 to a major arterial or limited-access facility paralleling Interstate 10; and
- Future expansion of SR-85 to a limited-access freeway facility between Interstate 10 and Interstate 8.

Continued growth and development in the study area is driving the need for additional freeway access between Phoenix and the southwest valley. Ongoing or planned developments in Goodyear, Avondale, Buckeye and other locations is projected to substantially increase travel demand along the I-10 corridor. This may result in the need for additional freeway capacity along I-10. To accommodate this demand, expansion of the freeway to three lanes in each direction may be required between Dysart Road in Avondale, where I-10 currently narrows to four lanes, and the Sun Valley area in Buckeye.

Loop 303 (Estrella Freeway) was originally planned as a limited-access facility between I-10 and I-17 in the west valley, roughly along the Cotton Lane alignment in the southwest valley. Loop 303 was recently removed from ADOT's long-range transportation plan due to a lack of funding. However, Maricopa County, Goodyear, and several other jurisdictions are attempting to preserve the right-of-way for Loop 303 between I-10 and US-60 in an effort to develop a future north-south expressway. This potential expressway would serve areas between US-60 and the Gila River, also potentially serving the large Estrella Mountain Ranch development in Goodyear south of the Gila River.

MC-85 is a county facility that parallels I-10 and provides an alternate east-west roadway within the study area. This roadway is expected to become more important to regional transportation as more growth occurs in the southwest valley. Specific standards with regards to the ultimate functional classification, cross-section, and access control along this facility will need to be developed.

SR-85 currently provides important access between Interstate 10 in Buckeye and Interstate 8 in Gila Bend, and is an important link between the Phoenix metropolitan area and San Diego, California and the Mexican coast. Plans have been developed for expansion of this roadway to a multi-lane, limited access facility between I-10 and I-8. This project is currently in the design phase.

1.5.2 Arterial Grid System

Major arterial streets within the Phoenix metropolitan area have been generally developed along section lines, resulting in a north-south, east-west grid system. This grid system is generally maintained and expanded as development occurs. However, the arterial grid system is currently incomplete in the southwest valley.

In some instances, planned development within the study area has created or is expected to create discontinuities in the grid system, as continuous section line roadways are not maintained. The Palm Valley Master-Planned Community in Goodyear is one example of a development where some deviation from the arterial grid system has been permitted.

General plans for many of the jurisdictions within the study area include projected functional classification for the arterial grid system. As development occurs, it currently is largely the responsibility of each community to preserve, expand, and complete the arterial grid system.

1.5.3 Interchanges and Bridges

Other issues identified through the data collection process include the need for additional interchange connections to Interstate 10 within the study area, as well as the need for additional all-weather crossings over the Salt River, Agua Fria River, and Gila River within the study area.

Additional access to I-10 will likely be needed to accommodate continued growth and development in the study area. Locations along I-10 where new interchanges have been programmed, planned, or proposed include the following:

- Bullard Avenue
- Citrus Road
- Airport Road
- Watson Road
- Wilson Avenue
- Bruner Road
- Johnson Road

Many of the river crossings in the southwest valley have been constructed as low-water crossings. These crossings are only accessible during periods of low river flows, and can become impassable as rivers rise as a result of additional rainfall. When these crossings are closed, substantial disruption of the transportation network is created. Construction of all-weather crossings (bridges) over major rivers and channels would improve overall access and circulation in the study area. Development of additional all-weather river crossings over the Gila River, particularly serving the Estrella Mountain Ranch development and other areas of Goodyear, has been identified as an important issue. The need for additional all-weather crossings over the Salt River and Agua Fria River upstream of their confluence with the Gila River has also been identified as necessary to serve the study area.

1.5.4 Public Transportation

The importance of alternative transportation modes is expected to increase along with population in the study area. To serve existing public transportation needs and accommodate growing demand, transit improvements to be evaluated include the following:

- Expansion of existing bus service in the southwest valley;
- Development of express bus service between the southwest valley (Buckeye, Goodyear) and Phoenix;

- Construction of additional park and ride lots in the study area; and
- Development of commuter rail service between Buckeye and Phoenix.

Additional bus service in the southwest valley would make public transportation available to a greater portion of the population in growing area communities, such as Goodyear, Avondale, Buckeye, and other locations. Development of express bus service between Buckeye and downtown Phoenix could provide peak-hour commuter service along Interstate 10 using existing HOV lanes. In conjunction with express bus service, additional park and ride facilities might be developed within the study area. There are currently three park-and-ride facilities in the study area. Proposed locations for possible new park and ride lots include the following:

- I-10 and Jackrabbit Trail (Buckeye)
- I-10 and Litchfield Road (Goodyear)

Establishment of commuter rail service between Buckeye and Phoenix has also been identified as a method of improving public transportation in the study area. Potential commuter rail service might be operated using Union Pacific Railroad (UPRR) tracks along the I-10 corridor. As many as five commuter stations could also be established as part of a commuter rail system, one each in Buckeye, Goodyear, and Tolleson, as well as two in central Phoenix (State Capital and Bank One Ballpark).